

16 Jan. 15.

Sch. Clara G. Silva, shore, 4000 lbs. fresh fish.
Sch. Mary Emerson, shore.
Str. Nomad, gill netting, 7000 lbs. fresh fish.
Str. Enterprise, gill netting, 5000 lbs. fresh fish.
Str. F. S. Willard, gill netting, 4000 lbs. fresh fish.
Str. Mindora, gill netting, 1500 lbs. fresh fish.
Str. Margaret D., gill netting, 4800 lbs. fresh fish.
Str. Bethulia, gill netting, 6000 lbs. fresh fish.
Str. Venture, gill netting.
Sch. William H. Moody, eastern deck handlining, 18,000 lbs. salt cod.
Sch. Mary E. Harty, eastern deck handlining, 12,000 lbs. salt herring.
Sch. Titania, Bay of Islands, N. F., salt and frozen herring.

Vessels Sailed.

Sch. Mary F. Curtis, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock, 90c; round 80c.
Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$2.50 per bbl.

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Market Boats In Port.

All the market fleet which left here Saturday evening have returned to port today.

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LOBSTER FACTS AND FIGURES

The lobster fisheries of Canada, which next to those of the codfish and salmon are most valuable to the dominion, have yielded, from 1869 to 1906 inclusive, a grand value of \$83,291,553. In 1897 the produce of this fishery was 23,721,000 pounds, valued at \$3,485,265. Ten years later, in 1906, the yield had dropped to 10,132,000 pounds, but though less than one-half as great, it had nearly the same estimated value, namely, \$3,422,927. Notwithstanding the increased cost to the consumer, the total value of the fishery has begun to fall, the product for 1906 being less by half a million dollars than that of 1905.

The lobster grounds of the Atlantic coast were the finest the world has ever produced. In Canada alone 100,000,000 lobsters have been captured in a single year. If properly dealt with it would seem as if this vast natural preserve should have yielded lobsters in abundance and good size for generations and even centuries to come. But instead lean and still leaner years soon followed those of plenty, first in the older and more accessible regions of the fishery until the decline, which has been watched for more than three decades, has extended to practically every part of this vast area.

The official statistics for the state of Massachusetts afford pertinent illustrations of the older and newer phases in this history. Thus, in Massachusetts in 1890, 373 fishermen, working 19,554 traps, caught 1,612,129 lobsters of legal size and 70,909 egg-bearing females, with an average

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catch per pot of 32. Fifteen years later it required 287 fishermen, using 13,829 traps, to produce about one quarter of this number, or 426,471, and less than one-seventh the number of egg lobsters, or 9865; while the catch per trap had diminished by nearly two-thirds, and was only 31. No substantial increase followed until 1907, when the legal length was reduced to 9 inches, and this was undoubtedly due to the large number of small lobsters caught.

The total product of the lobster fisheries in the United States for 1892 was 23,724,525 pounds, about three-fifths of which were furnished by Maine, and valued at \$1,062,392. It is significant to notice that 13 years later, in 1905, the total yield, had fallen to 11,898,136 pounds, with a value of \$1,364,721. In other words, during this comparatively short interval, the supply was practically cut in two, but the value greatly enhanced.

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CAPT. STANLEY SCORES AGAIN.

IN HERE THIS MORNING WITH FINE FARE FROM THE CAPE SHORE.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, is the only arrival here today, the craft bringing in a fine fare of 80,000 pounds of fresh fish.

Capt. Stanley ran into bad weather, but struck some good fishing, nevertheless, on the Cape Shore, arriving home in time to strike a good market, which will net him and his crew a fine share.

The fleet of gill netters were unable to fish yesterday on account of the weather, but got underway this morning, and are outside on the grounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lizzie M. Stanley, Cape Shore, 80,000 lbs. fresh fish.
Sch. Elva L. Spurling, shore.
Sch. Flavilla, shore.

Vessels Sailed.

Sch. Marsala, Georges handlining.
Sch. Jubilee, Georges handlining.
Sch. Effie M. Prior, haddocking.
Sch. Slade Gorton, haddocking.

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BIG LOSS OF LIFE.

Over One Hundred Russian Fishermen Lost on An Ice Floe.

By the breaking away of an ice floe, 109 fishermen have been driven out to sea near the village of Ganjuseelan. No trace of them has been found by the small boats sent out to their rescue. It is believed that they have all been drowned in the Caspian Sea.

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PRAISE FOR CAPTAIN OF GRESHAM.

Capt. Nickerson of the Sch. Titania Tells of His Splendid Service.

When the revenue cutter Gresham hailed the sch. Titania of this port, anchored inside Handkerchief shoal last Saturday morning, a more thankful lot than Capt. Edward L. Nickerson and his crew could scarcely have been found anywhere after having weathered the heavy gales and encountered all kinds of weather for over a week which drove the craft from her course and prevented them from making their port.

The Titania arrived here yesterday morning in tow of the Gresham, having left Bass River, Cape Cod, early the evening before, where she had been towed in for safety after being picked up by the cutter Saturday forenoon.

Capt. Nickerson was seen by a Times representative yesterday afternoon and spoke in highest of terms of the assistance rendered by Capt. Winram of the Gresham, who not only brought them into a haven of safety, but towed them home. "Too much cannot be said for the captain of the Gresham," said Capt. Nickerson, "for he not only did us splendid service, but other crafts in that vicinity that were in serious danger as well."

The Titania left Bay of Islands, N. F., on December 30, schs. Lucinda I. Lowell and Priscilla Smith coming out the same day. The latter craft got a good headway and arrived home several days ago, while the Lucinda I. Lowell arrived Saturday night.

The first bad weather that Capt. Nickerson struck was off Cashes, less than 80 miles from home, when a heavy northwester struck in and it blew and howled a terrific gale. The craft sometimes lay hove to, at other times under reef sails, and then bare poles, and at times jogged. This

was a week ago last Friday, and during the height of the blow the craft lost her jib, besides damaging her foresail quite badly.

As the wind abated, the Titania continued along until last Tuesday, when about 12 miles off Thacher's Island and almost in sight of home, she ran into a heavy northeaster which again blew the craft off. The craft was carried far out in the Atlantic and after being battered about and several hundred miles from port, Capt. Nickerson headed in and sighted Cape Cod and started across Nantucket shoals.

Friday evening the craft successfully passed over Handkerchief shoal and anchored. The vessel was a mass of ice fore and aft, while an ice field stretched entirely over the shoal, leaving no clear water in sight. Signals of distress were set, and all that night and until Saturday morning at 10 o'clock, the craft lay to, when the Gresham sighted her and put out to her assistance. The cutter hove a line on board, and Capt. Nickerson picked up his anchor and was towed into Bass River.

Capt. Winram told Capt. Nickerson that he would tow him to Gloucester that day, but was called out to render assistance to another craft, and was unable to get away until Sunday evening.

Outside of being thoroughly tired after being up night and day, for a week, none of the crew of the Titania suffered any severe hardship. They were glad to get home after their experience.

When Capt. Nickerson left for home, there was no ice at the Bay of Islands. There was plenty of herring, and he got a good part of his load in three days, but the cold weather which froze up the arms greatly hampered fishing operations by the native fishermen and he had to wait considerably longer to complete his cargo.

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The Pacific Cod Catch.

Notwithstanding that Gloucester, Mass., is the centre of the world's codfish industry, nearly 6,000,000 pounds of codfish are the annual output of the Pacific coast, says the Fishing Gazette. About 1,500,000 fish have to be caught to make up the output mentioned, and Anacortes, Wash., packs more than half the codfish caught in Behring Sea and other Alaskan waters.

The Texas Fish Catch.

From the statistics of the State Fish Commission of Texas it is learned that the output of fish for the year 1911 was 3,231,159 pounds, valued at \$258,492, and for the year 1910 the output was 3,872,750 pounds, valued at \$309,820, a decrease in 1911 of 641,591 pounds, and of value \$51,328.

Quite a Difference.

A total of 31 fares, aggregating 996,000 pounds of ground fish landed at Boston for the week ending January 12 against 112 arrivals or 2,723,600 pounds for the corresponding period in 1911.

The Titania's Fare.

Sch. Titania which arrived here yesterday from Bay of Islands, N. F., via Provincetown in tow of the cutter Gresham, had 1190 barrels of salt herring and 46 barrels of pickled herring.

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Interesting Investigation.

To show that an immense number of non-edible fish come into Buzzard's Bay, to the detriment of hook and line and other fishing, is the object of a petition to the Massachusetts Legislature for an investigation by the fish commission, made by Joseph Walsh. The investigation is to take place this summer, if decided upon, and a report is to be made next year.

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Porto Rico Notes.

Arrivals of fishstuffs since December 26 at San Juan and other points in Porto Rico up to January 2 were 615 tierces codfish, 170 barrels, 300 boxes herring, 40 tierces haddock, 50 tierces pollock and 300 boxes bloaters. The market for fish is dull and, according to the weekly market report of S. Ramirez & Co., values have declined somewhat, but dealers look for a revival of trade soon. The firm quote on usual net at whar basis: Codfish, \$7.50 to \$7.75 per 100 lbs.; pollock and haddock, \$5 to \$5.25.

Big Rock in Otter Trawl.

Fishing out on the southeast part of Georges the steam trawler Crest's net brought up a great rock. The rock, smooth as polished marble, oblong in shape and granitic in composition, weighed several tons, and was the largest object of the kind ever brought in here by a steam trawler. It looked as though it might have formed part of the cargo of a stone barge.

Trustee Appointed.

At the first meeting of the creditors of the Boston Fisheries Co. in the U. S. Bankruptcy Court, before Referee Olmstead, Fitz Henry Smith, Jr., was elected trustee. His bond was fixed at \$3,000, the same amount as when he was made receiver.

Better Wait a While.

It is reported that some of the fish dealers on T wharf at Boston, Mass., are already making selections of space for steamers on the new fish wharf now in process of construction in South Boston.

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SPEEDING TO THE RELIEF OF IMPERILLED CRAFTS.

Cutter Androscoggin Left Portland at Midnight In a Rush.

Gresham Soon to Follow—Late News Far From Encouraging.

Acting under rush orders from the treasury department, with her bunkers filled to the brim with coal and food and provisions sufficient to last them for two months, the revenue cutter Androscoggin steamed out of Portland harbor at midnight for Newfoundland to aid the 25 crafts and crews that have been hemmed in and are in danger of being frozen there the remainder of the winter. The Gresham expects to complete storing fuel and provisions this morning and Capt. Winram will get away today to join the Androscoggin.

Capt. Joseph V. Bonia and Capt. Reuben Cameron, two of the most capable skippers of this port, left for Boston at 5 o'clock yesterday afternoon where they were to board a train for Portland to join the Androscoggin and aid the captains of the cutters in forcing an avenue of escape for the ice gripped vessels if possible. Both are thoroughly familiar with the Newfoundland coast where they have made numberless herring trips.

That the situation is serious is admitted on all sides. Despatches received here yesterday brought no encouraging news, the crafts still being held in the bays. Late advices said that the temperature had risen considerably since Saturday and yesterday registered at 18 degrees, and had a revenue cutter been there the whole fleet probably would have been able to reach clear water. There is one great hope, which owners and skippers alike would gladly see realized, a south east wind which those who know conditions best there say would carry the ice flows to sea, and enable the crafts to dash for the open and sail for home.

Never before has the American herring fleet faced such a condition. It has been not an uncommon thing for two or three vessels to get caught inside by the heavy ice, and on one occasion there were eight that were hemmed in at Bonne Bay and Bay of Islands for the winter. With 25 American crafts there, it means not only the loss of cargoes, but most of the fleet have full loads, but the loss of time and service in the spring salt bank fishery, which is an important and vital part of the local fishery occupation.

Reports which have reached North Sydney, N. S., states that the blizzard which recently swept over the Newfoundland coast is the worst that the colony has ever seen. Wires are down and communication is limited, and the service is necessarily slow. Advices from Curling yesterday says that common belief there is that it is extremely doubtful if the imprisoned crafts will be released before April, unless there is a big and unlooked for change in weather conditions.

Three of the schooners, the auxiliaries Veda McKown and Saladin at-

tempted to force a passage through the ice in the Bay of Islands and came near being crushed. To escape they were obliged to return to Birchy Cove.

The imprisoned fleet at Bay of Islands includes the Aloha, Veda McKown, Saladin, Alert, Arthur James, Miranda, Massachusetts, S. P. Willard, Constellation, Lottie G. Merchant, Theodore Roosevelt, Oregon, Arkona, John R. Bradley, Senator Gardner, Athlete, Essex, Margie Smith and James A. Garfield, all from here, and the Elizabeth H. of Bucksport. With the exception of the Margie Smith and the Garfield, all of the schooners are loaded with frozen and salted herring.

At Bonne Bay are the Smuggler, Bohemia, Sylvania, T. M. Nicholson, Oriole, Gossip and the British sch. Strathcona.

Schs. Elsie C. King, Jennie B. Hodgdon and Arrow, it is believed are at Port aux Basque and safe.

Officers of the Gresham figure that the craft should cover the voyage to Bonne Bay, which is 150 miles, in 56 hours. Both the Androscoggin and Gresham will be pushed to their utmost.

Yesterday after bringing sch. Titania across from Cape Cod, the Gresham steamed to Boston. In the afternoon, the craft pushed up the harbor and took up her regular moorings off Rows wharf. While she was miles away from port Capt. Winram received by wireless the message ordering the cutter off to the frozen north as quickly as possible.

In turn the wireless operator on the cutter sent messages to Boston for supplies, for the Gresham was completely out of stores and her supply of bunker coal was about exhausted. The work of restocking the Gresham began last evening.

Officers of the Gresham do not anticipate any particular trouble in releasing the vessels if the ice is not more than two feet in thickness and has not become solidly packed. The Gresham is powerful enough to ram her way through, while the Androscoggin, on account of her peculiar model, can break down a field of ice by running her bow out on it. A surgeon from the Marine Hospital will be taken by the Gresham.

About 200 tons of coal are being placed in the cutter's bunkers, and additional fuel, if necessary, will be procured, probably, at Halifax. Two months stores are to be carried, in anticipation of remaining away from a base of supplies for a considerable length of time. In 1904 the Seminole was dispatched to the same locality to release a fleet of American fishermen, but did not get by Cape Ray.

After assisting the vessels at Bonne Bay the Gresham will go to the Bay of Islands, where others of the fishing fleet are ice-bound. The cutter should reach the scene Friday morning, and if it is found impracticable to break a channel to the vessels an expedition will be sent over the ice to the imprisoned men.

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AWFUL WEATHER ON CAPE SHORE.

SEVERAL LOCAL VESSELS
REACHED LIVERPOOL EN-
CASED IN ICE.

Advices received from the Times correspondent at Liverpool, N. S.,

states that the weather conditions along the coast have been terrible, a continuous northwester raging, with blinding snow squalls and the thermometer ranging from zero to six degrees below.

Fleet seeking harbor report that it has been impossible to set trawls or fish from the deck. Sch. Pontiac and Benj. A. Smith sailed from Liverpool last Friday. The latter craft was so badly iced up that it took a tow boat five hours to steam it off of her.

Sch. Carrie C. was still there on Saturday, awaiting a favorable chance to sail.

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COD NETTERS ARE FROZEN IN

SCH. MABEL BRYSON REPORTS
FIVE OF THEM ARE CAUGHT
AT PLYMOUTH.

The little sch. Mabel Bryson which was frozen in down in Plymouth, took advantage of a lull in the breeze to get away from the ice pack, and reached Boston yesterday with a cargo of fish.

The men aboard the Bryson brought word that at least five vessels of the local cod netting fleet are frozen in down in Plymouth harbor, and that unless the harbor ice packs break up there is a great possibility that the vessels so frozen in will be unable to get away from the harbor before March. Sagamore Harbor was a bit more open, and the waters of Provincetown Harbor quite navigable, although the vessels tied to the docks there are frozen in.

PORTLAND FISH NOTES.

Whole Local Fleet In Yesterday With
But Small Catches.

Practically every vessel in the Portland fishing fleet was in port yesterday and while nearly all brought in some fish the fares landed at Commercial and Central wharves yesterday morning were small. The total amount did not make more than 40,000 pounds and the fleet coming in late Sunday afternoon or early yesterday morning numbered about 12 vessels.

The men on sch. Edmund Black reported that one member of their crew had a narrow escape from being lost Saturday. He was out in his dory for about two hours after the other members of the crew had joined the vessel and he finally reached the vessel after a hard row. Included in the fleet were the schooner Lochinvar with 7,000 pounds mixed fish, the Bernie and Besie with 2,000 pounds, the Watauga with 2,000 pounds, the Fannie Hayden the Marion E. Turner, with 4,000 pounds, the Angie B. Watson with 2,000 pounds and the Edmund F. Black.

Salt Mackerel Market.

There is no demand for domestic salt mackerel just now in spite of the cold weather, says the Fishing Gazette. Comparatively little fish is coming forward. Prices are unchanged from the quotations of the last few weeks. The local market is well stocked for the present, and an early movement is hoped for by dealers who have been holding their mackerel for the last two or three months.

Importations of foreign salt mackerel have practically stopped for the present. Dealers here are holding prices firm in spite of an entire absence of demand. Not much improvement in the market is looked for before February, when deliveries on several large 1911 contracts are due to be filled.

Fulton Market Notes.

Because of the cold spell and recent gales, the Fulton market codfish fleet last week did not make any great catches.

The result was that prices for cod were high; market fish selling at 5 cents to 6 cents per pound, while steak cod advanced to a shilling. Earlier in the week market cod sold as low as 4 cents and steak cod at 5 cents.

The other varieties of groundfish were high in price. Haddock on Thursday was quoted at 6 cents to 7 cents per pound, and pollock at 8 cents. There was no hake in the market after Tuesday. During the first three days last week this variety sold at 4 cents to 5 cents per pound.

New St. John's Sealer.

The men to bring out Job's new sealing steamer, the Nascope, left for England on the Pretorian. Some of the sailors are from Bonavista Bay, N. F. The firemen are St. John's men. The steamer leaves other side about January 15. The new vessel is of iron and steel, 285 feet long, 3 feet, 6 inches beam and 29 feet, 9 inches deep, and developed a speed on her trial trip of 14 knots. She has quarters for 300 sealers. At the end of the sealing voyage of 1912 she will be used in the Hudson Bay trade.

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OFF SHORES ARE IN CLOVER.

NINE AT T WHARF WITH FINE
FARES AND PRICES HOLD
UP WELL.

Nine of the off shore fleet and one shore craft are at Boston today, all having good fares, mostly haddock and cod.

Among the large fares are schs. Conqueror, 64,000 pounds; Georgianna, 65,000 pounds; Valerie, 52,000 pounds; and steamer Spray, 50,000 pounds. Owing to the scarcity that has prevailed in the market since the cold spell, there was a brisk trade on all kinds of ground fish.

Prices remain firm, haddock selling from \$3 to \$5 a hundred, large cod, \$6, markets, \$4 to \$5, hake, \$4 to \$6, cusk and pollock, \$2.

Boston Arrivals.

The fares and prices in detail are:

Sch. Hortense, 20,000 haddock, 18,000 cod.

Sch. Matthew S. Greer, 16,000 haddock, 19,000 cod.

Sch. Valerie, 5000 haddock, 2000 cod.

Sch. Ellen C. Burke, 16,000 haddock, 19,000 cod.

Sch. Regina, 40,000 haddock, 5000 cod.

Sch. Conqueror, 60,000 haddock, 4000 cod.

Str. Spray, 48,000 haddock, 2000 cod.

Sch. Georgianna, 60,000 haddock, 6500 cod.

Sch. Maud F. Silva, 30,000 haddock, 2000 cod.

Sch. Mary Edith, 4000 haddock, 1300 cod.

Haddock, \$3 to \$5 per cwt.; large cod, \$6; market cod, \$4 to \$5; hake, \$4 to \$6; cusk, \$2; pollock, \$2.

BIG HERRING MONEY.

Lowestoft Boats Sometimes Make
\$11,000 in Ten Weeks.

The Yarmouth and Lowestoft, England fishing season begins in October and ends about the middle of December, about 10 weeks' fishing, during which a boat has been known to earn as much as \$11,500. Herrings are caught not only off these two ports, but also off the Shetlands and the northern coast of Scotland in spring and summer, and later at Scarborough and Grimsby; but most are taken during the "home fishing" off the east coast of England. Off Inverness, Fraserburgh, Kirkcaldy and other Scotch ports, herring are also caught. At a busy fishing port during the herring season there is no talk of working only an eight-hour day. Kipper-girls, gutters and others often work till midnight.

MONSTER CATCH.

Sch. Ida S. Brooks Had 50,000 Pounds
of Red Snappers at Pensacola.

Latest advices from Pensacola report the arrival of Sch. Ida S. Brooks with 50,000 pounds of red snapper, which is one of the largest cargoes of fish brought in by any of the crafts this season, and is the largest single catch of red snapper thus far reported this season. So short was the market last week that notwithstanding the fact that the weather was most inclement, the vessel was docked and unloaded, and by nightfall practically every pound of fish had been packed and shipped out to various markets.

Iced Up and Dories Smashed.

The large amount of fish in at T wharf yesterday, combined with the bad weather which made it hard going or the handcart men and kept everybody on the jump. Almost every craft had, beside her magnificent cloak of ice, something broken as a memento of the stormy weather. A good many dories were smashed, and gear and deck-fittings carried away. So far as could be learned, however, no fishermen were injured, although all of them were forced to stay awake practically all the trip.